

East Link Briefing: Bellevue Council

4/23/12



Tonight's Agenda

Informational Update:

- Project status
- Project schedule
- Property acquisition timeline
- Cost savings concepts in Bellevue

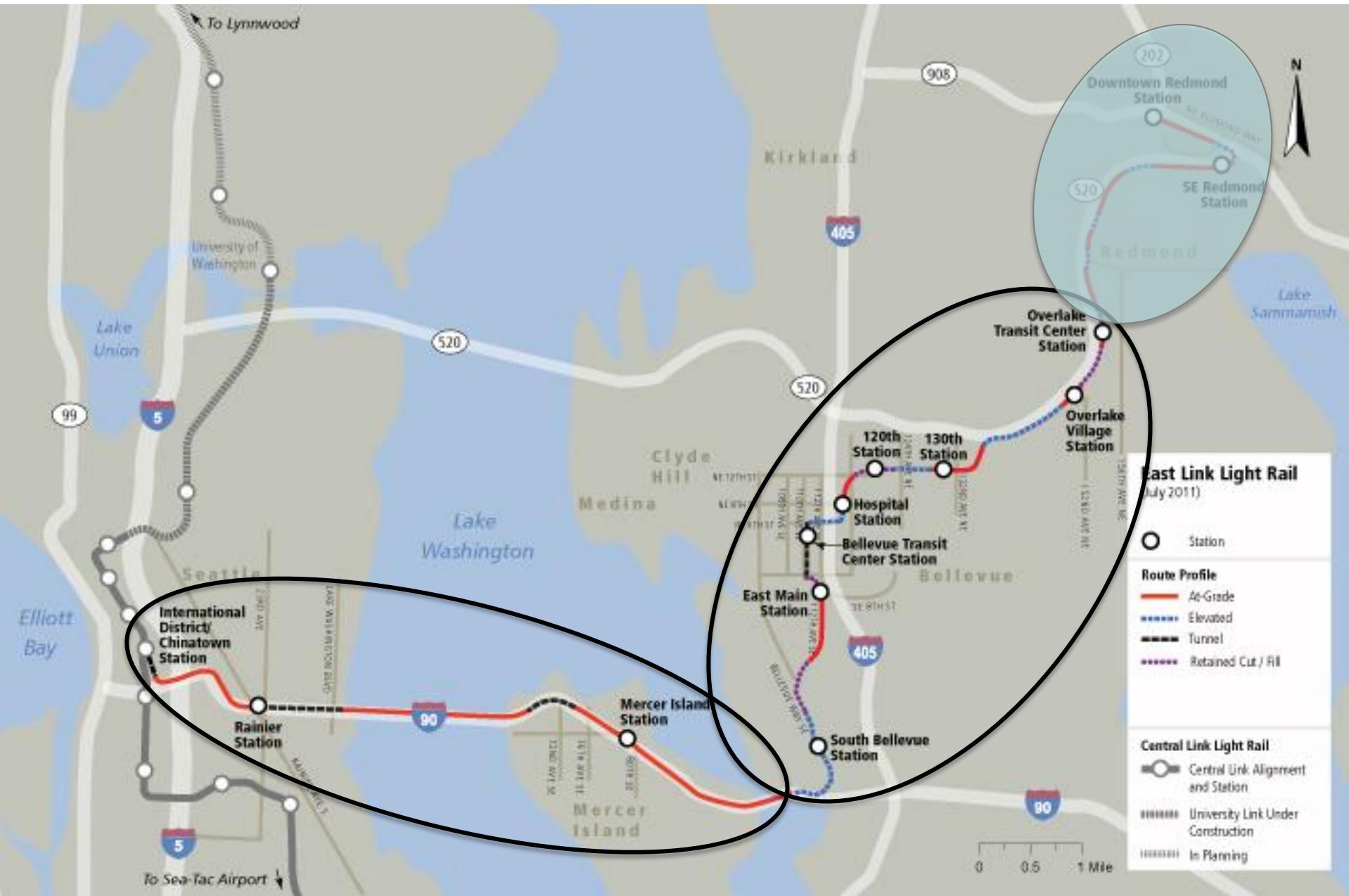


Project Status

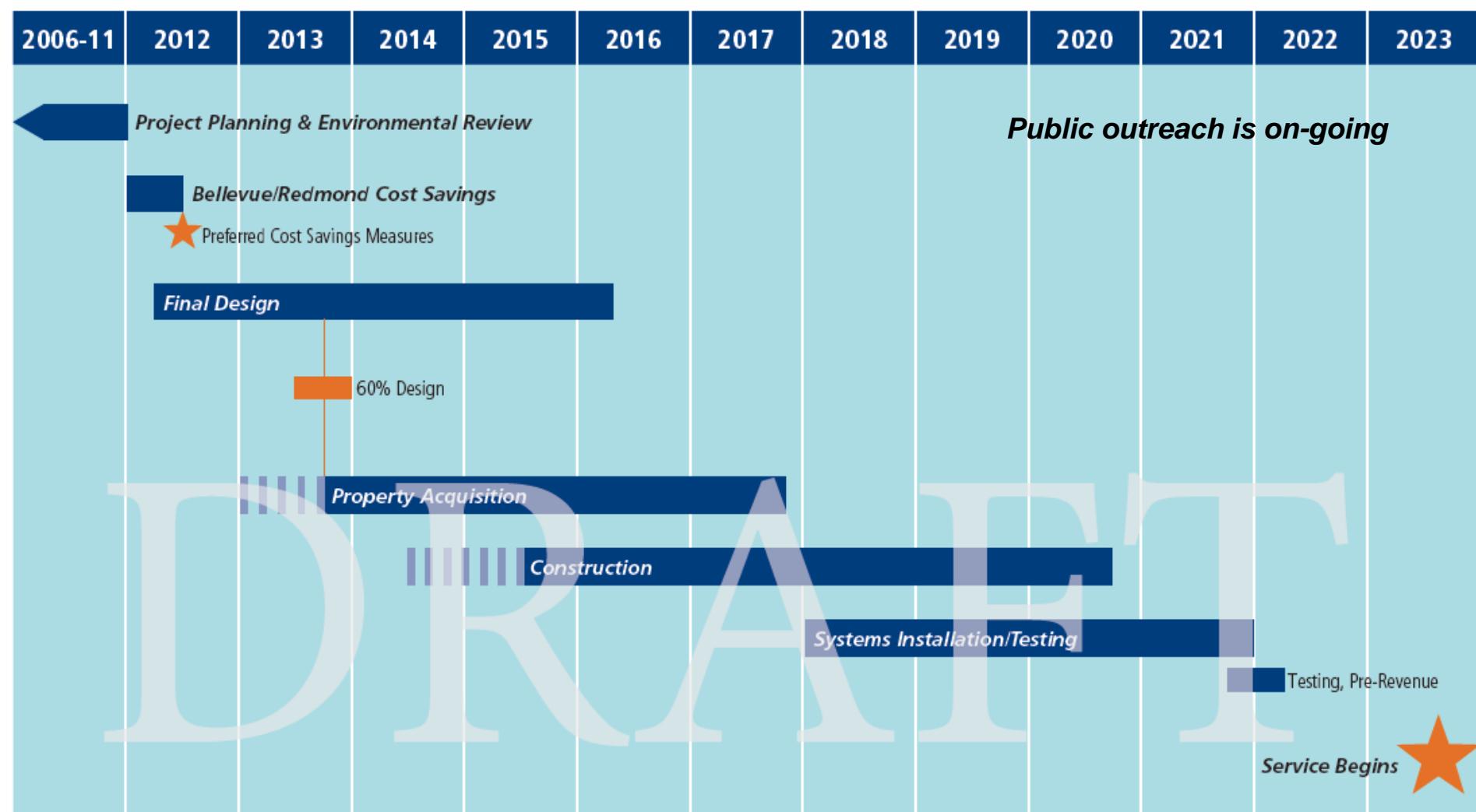
- Preliminary Engineering complete
- FTA and FHWA Record-of-Decision signed
- I-90 expansion joint track bridge design advancing
- Final Design procurements underway
- Finances significantly constrained
 - Finance plan assumes project will be delivered for \$15 million less than current estimate
 - MOU goal to eliminate City's \$60 million contingent contribution at project baselining



East Link Design Contracts



Schedule Forecast



Property Acquisition Process

2006-2011

2012

2013

2014

2015

Ongoing Property Owner Outreach ➔

Environmental Review

Final Design

60 % design

Start Construction

Property owners contacted at the publication of the Draft Environmental Impact Statement (EIS), Supplemental EIS and Final EIS.

Field Work

- During final design, Sound Transit will test soil conditions and ground water levels, conduct field surveys, and perform utility locates.
- This work will require individual rights-of-entry within public and private properties. All properties requiring rights-of-entry will be contacted by Sound Transit representatives.

Property Acquisition Process*

Typically, after the 60% design milestone, the Sound Transit Board approves right-of-way authorization identifying which properties will be necessary to build the project.

1. Right-of-Way Identified

Real property personnel work with civil engineers to identify parcels needed to build project.

2. Board Meeting Notice

Sound Transit will notify property owners of the Sound Transit Board meeting where the Board will authorize property purchases.

3. Appraisal/Review Process

Independent appraiser contacts property owner to schedule appraisal. Appraisal will then be reviewed by Sound Transit to determine compensation for property.

4. Written Offer

Property owner receives written offer with copy of reviewed appraisal.

5. Conclude Property Purchase

Sound Transit purchases property.

Start Construction

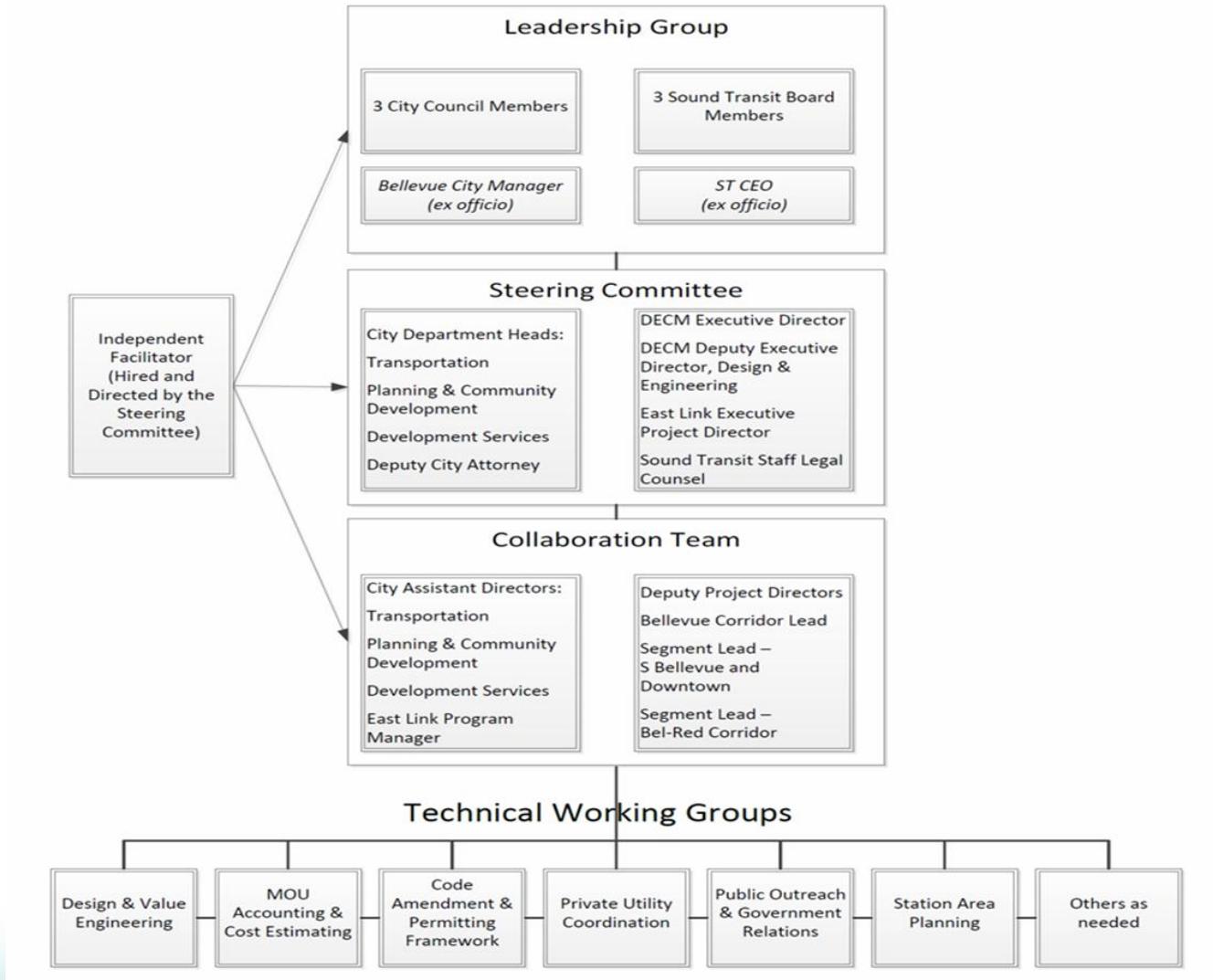
- Sound Transit is committed to fostering open communication with nearby property owners before and during construction.
- There will be multiple public involvement opportunities and ways to stay informed throughout construction.

Questions?

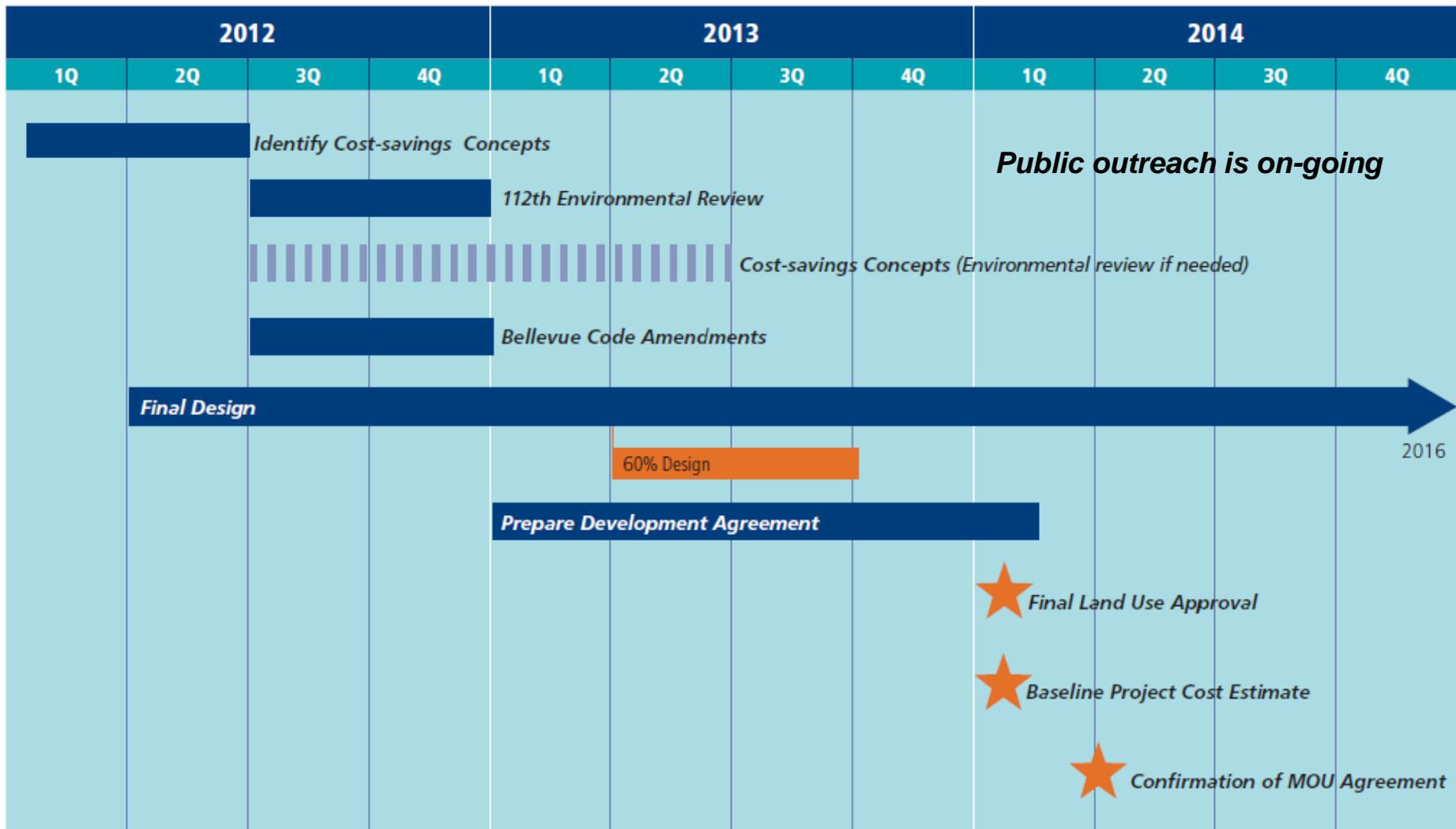
For more information, contact the East Link Community Outreach Team at
206-398-5459 or eastlink@sundtransit.org.

*Note: The property acquisition process typically occurs after the 60% design milestone. This is when design has progressed to determine which properties and how much of the property, needs to be purchased.

Figure 1: Collaborative Design Process Organization Chart



MOU Schedule 2012-2014



MOU Financial Contribution

City financial contribution consists of 2 components:

- \$100M up-front contribution
 - City-owned property and low/no cost contributions
 - Real property and other contributions that serve multiple purposes
 - Not subject to downward adjustment
- \$60M contingent contribution
 - Focus of current cost savings effort
 - Subject to downward adjustment to \$0
 - Contingent contribution (if any) applies to actual tunnel construction costs



Cost Savings Introduction

- Following 60% design, any decrease in the estimated cost of the project, within the City, is used to reduce the City's \$60 million contingent contribution
- Maintaining schedule is a key element of cost savings
- Upward cost pressures still exist
- Cost savings an ongoing objective through duration of project and can also be achieved through efficiency in project delivery



Cost Savings Concept Development

- Concepts introduction - tonight
- Technical findings – late May
- Identify the concepts for inclusion in value engineering – June
- Continued development of identified cost savings concepts



Concept Analysis

Analysis results in late May/early June:

- Cost saving potential
- Light rail operations
- Station access/ridership
- Traffic
- Noise
- Visual
- Other environmental effects



Cost Savings Concept Development

- Concept Development by ST and Bellevue Staff
- Peer Review Workshop
- Classification of Top Cost Savings Concepts
 - Ideas advanced for further engineering review
 - Ideas that may affect MOU project description
 - Ideas previously reviewed and not selected



Ideas Advanced for Further Engineering Review

1. Tunnel design optimization
2. Tunnel station design optimization
3. Tunnel construction staging area
4. Elevated guideway design
5. Optimize 120th station design
6. Reduce stormwater vaults through use of low-impact development design
7. Expedite tunnel construction through additional road closures



Ideas that May Affect the MOU Project Description

(Primary focus of Public Outreach)

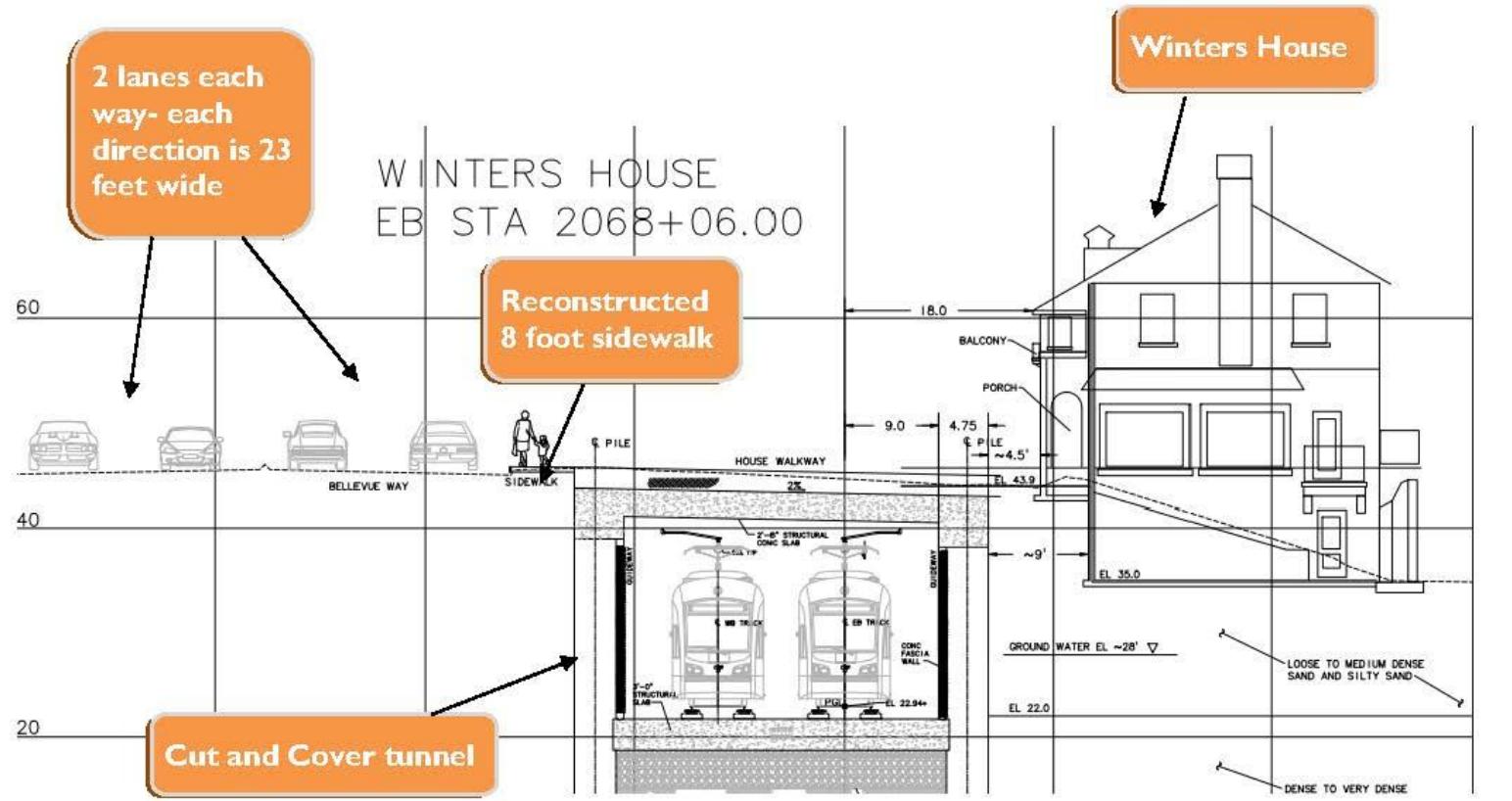
The following areas have potential for significant cost savings, need public vetting, and may affect the MOU project description:

1. Winters House
2. 112th Avenue at SE 4th
3. Downtown station design
4. Downtown tunnel design
5. NE 16th cross-section



Winters House

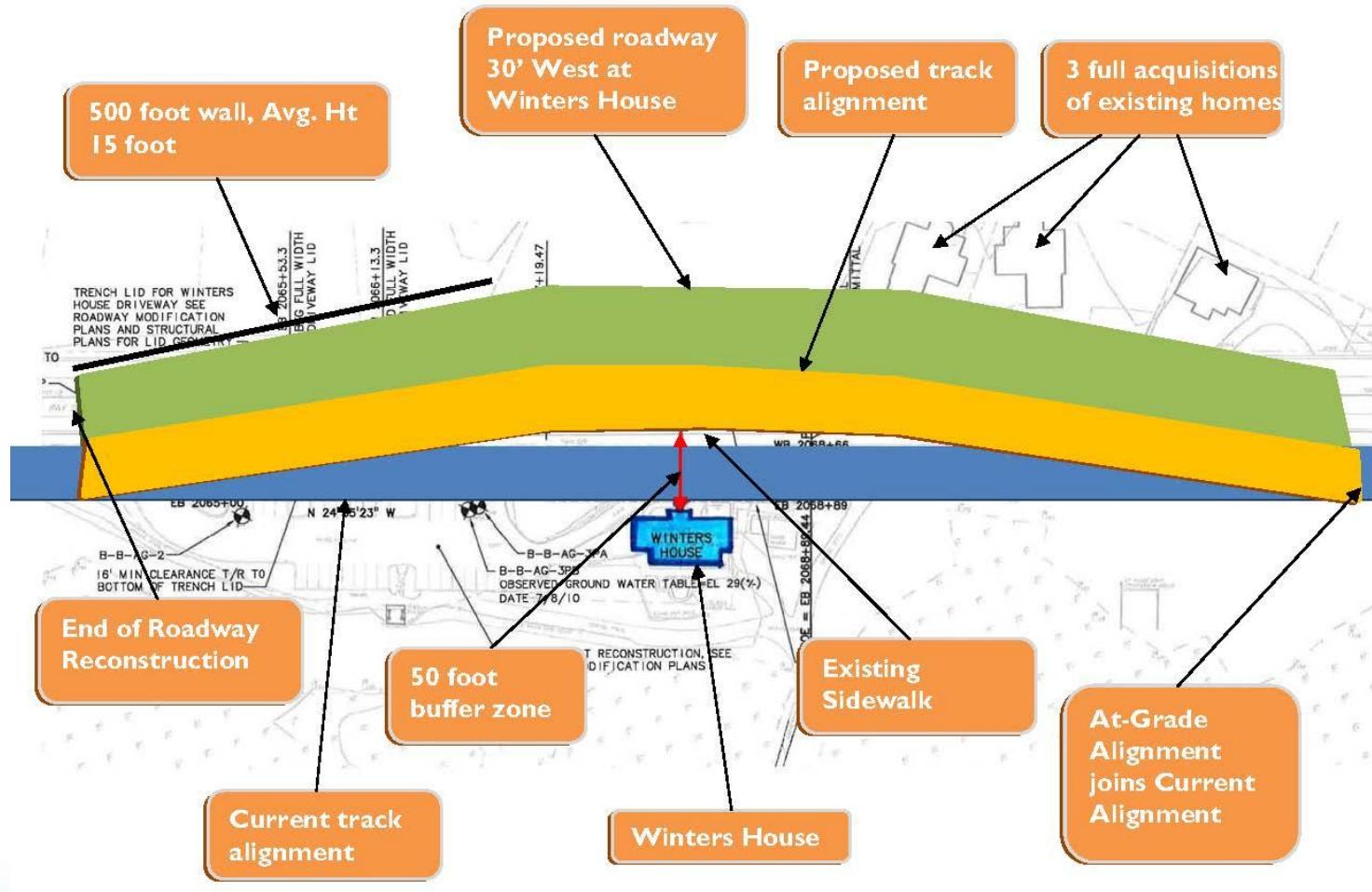
PE Design



SOUNDTRANSIT
RIDE THE WAVE

Winters House

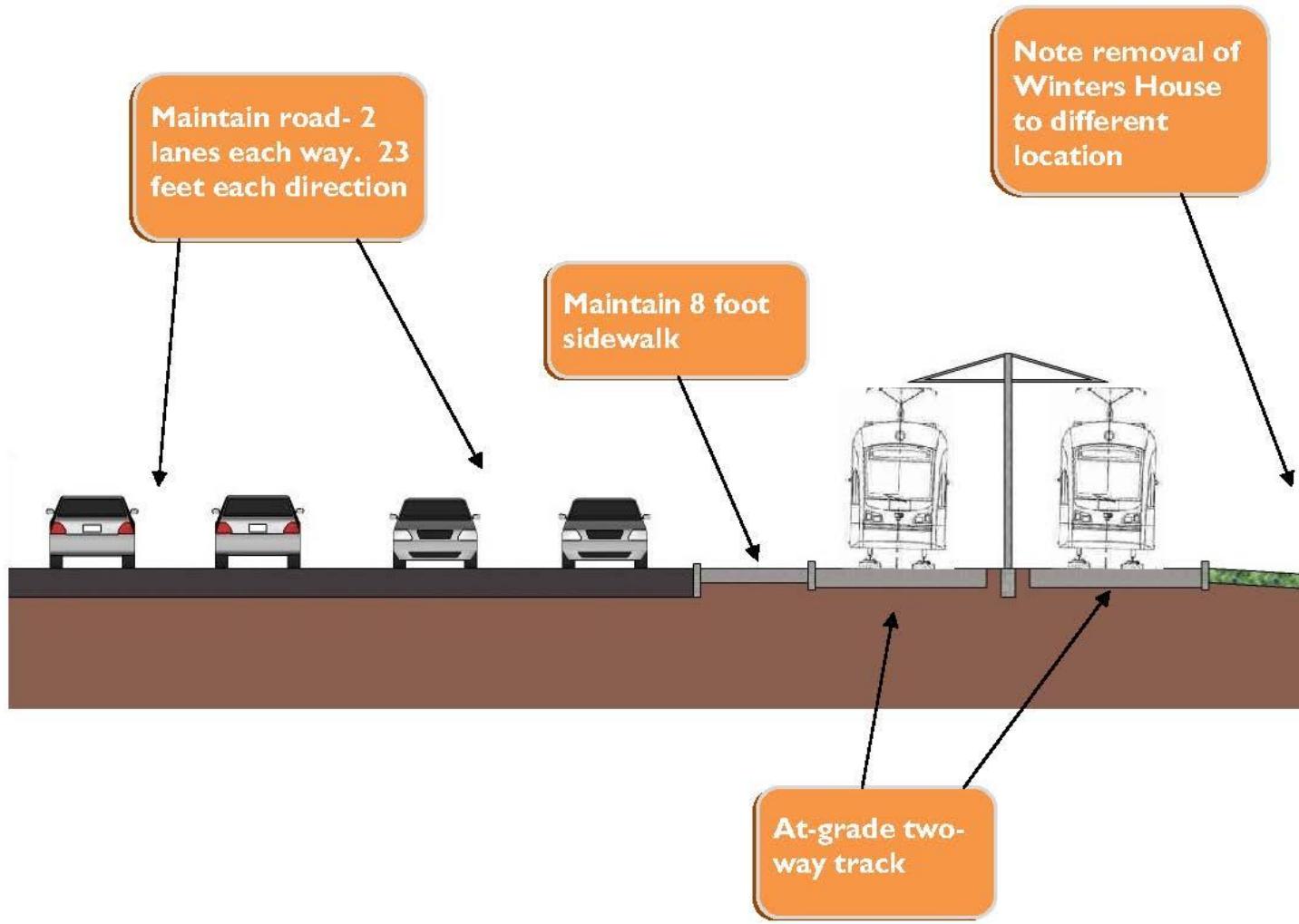
Shift Bellevue Way west to allow space for at-grade LRT



SOUNDTRANSIT
RIDE THE WAVE

Winters House

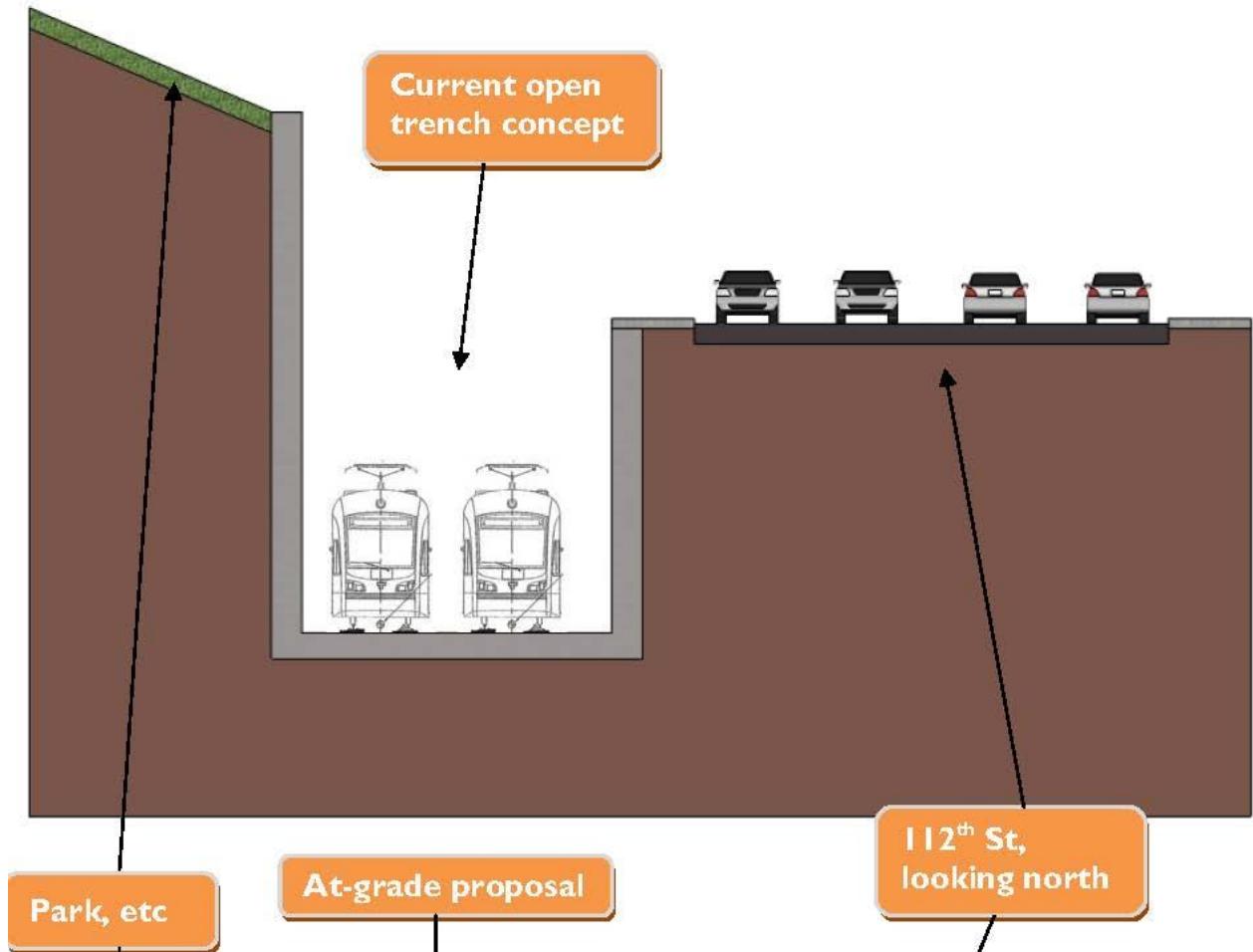
Relocate Winters House



SOUNDTRANSIT
RIDE THE WAVE

112TH Alignment

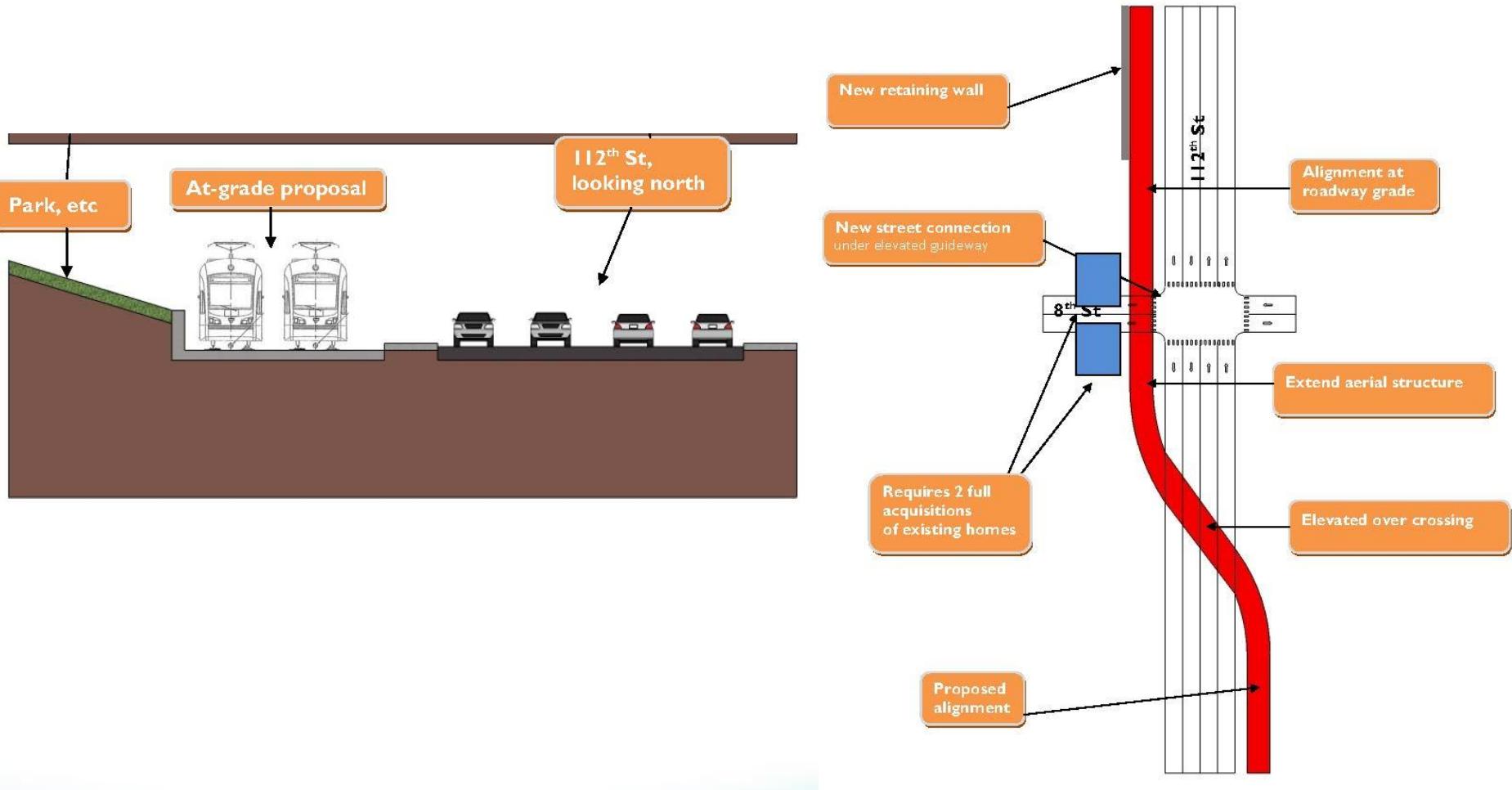
PE Design



SOUNDTRANSIT
RIDE THE WAVE

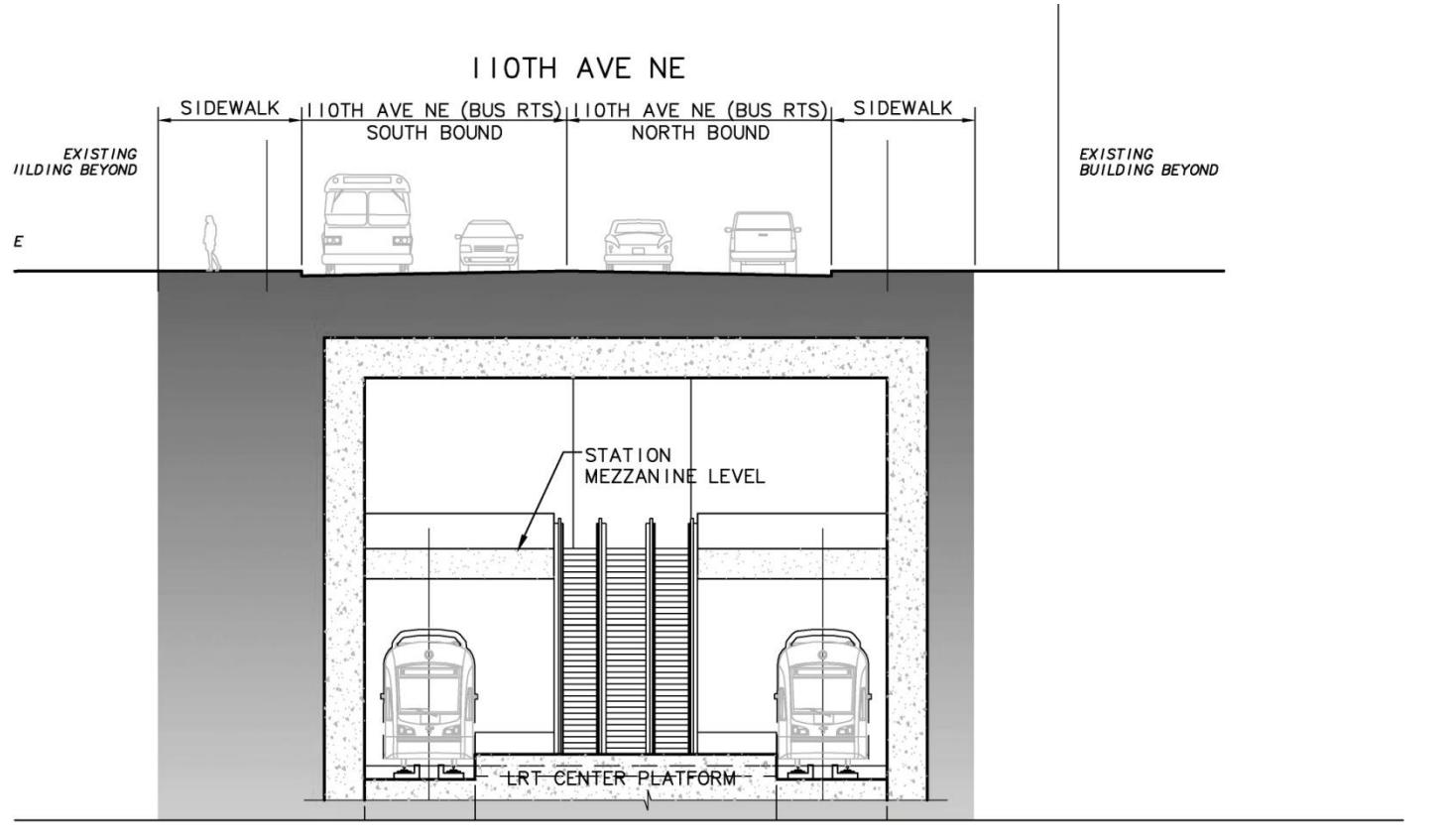
112TH Alignment

Close SE 4th and extend SE 8th into Surrey Downs



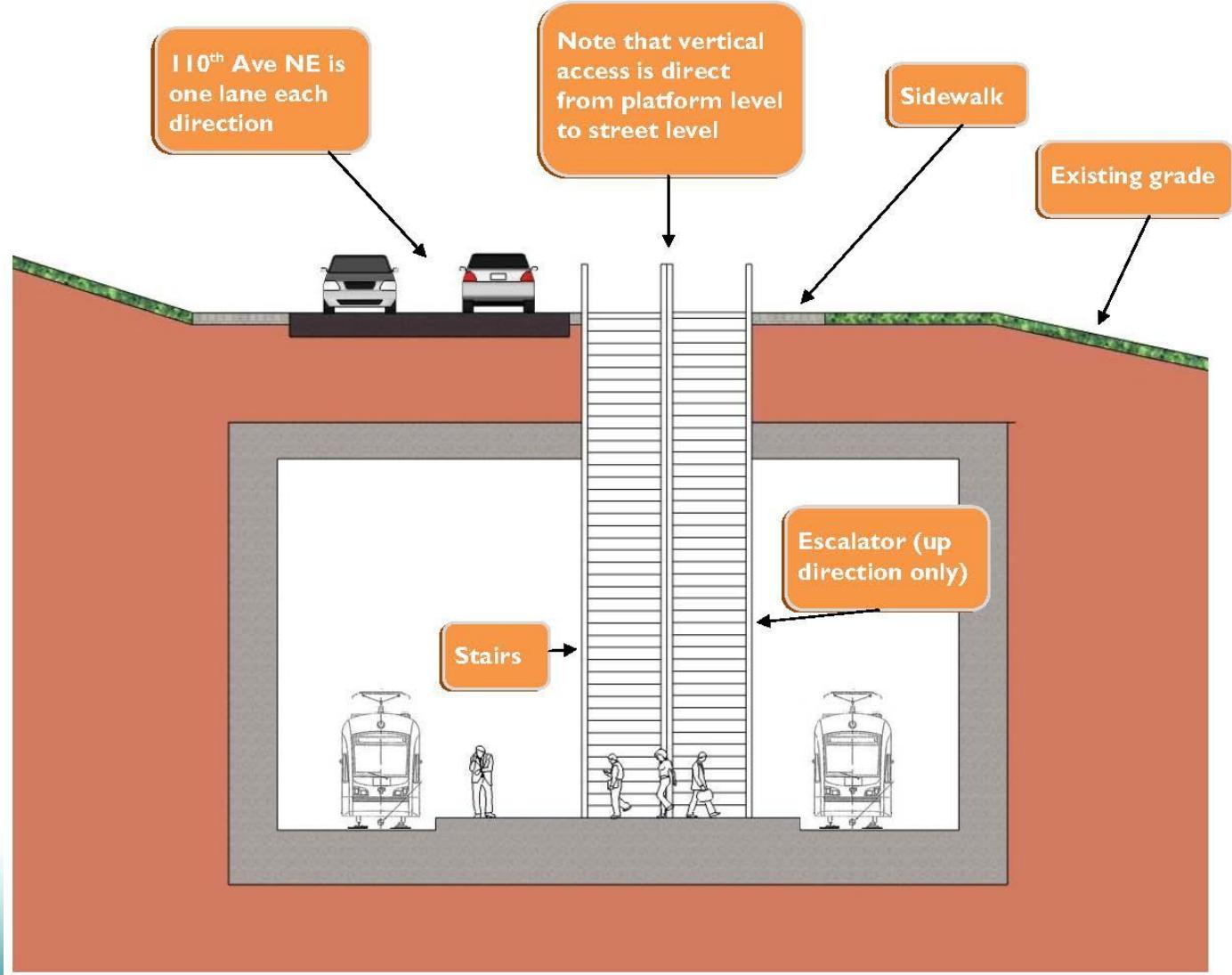
Bellevue Transit Center Station

PE Design



Bellevue Transit Center Station

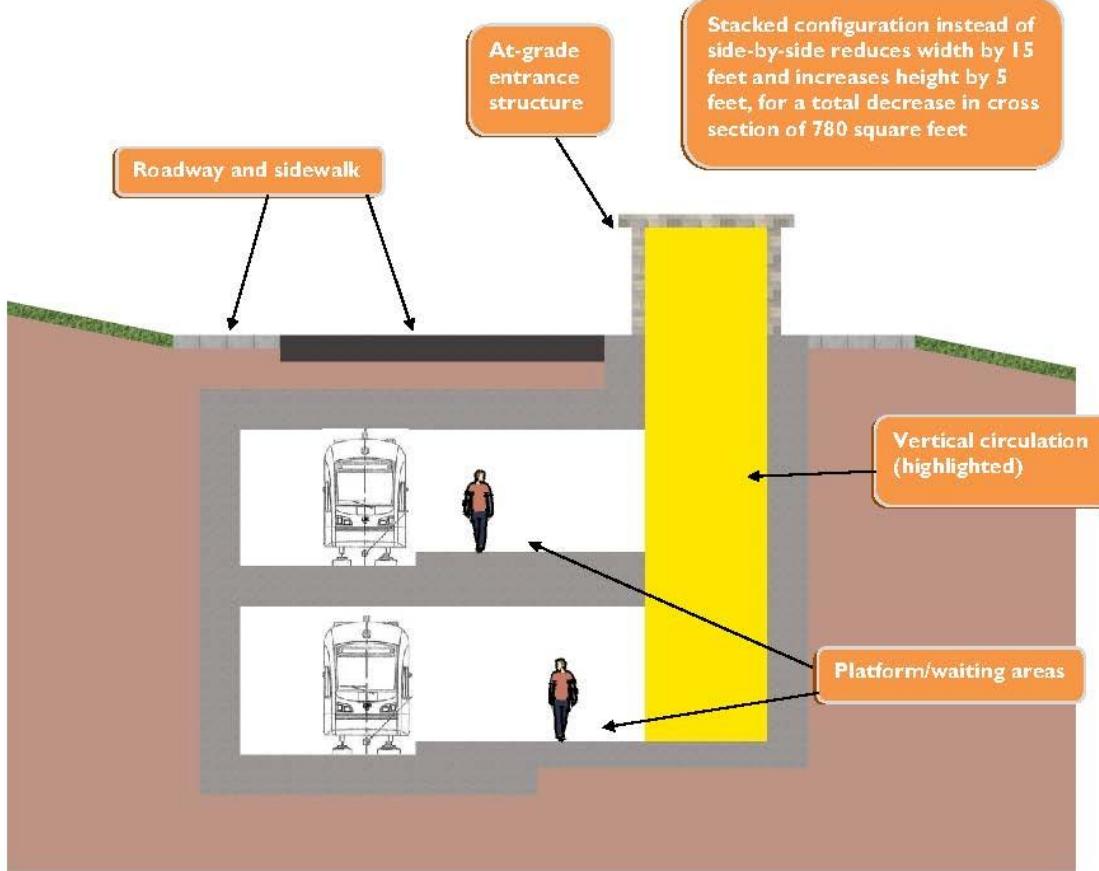
Eliminate mezzanine



Bellevue Transit Center Station

Stacked tunnel design

MENG Analysis



CLIENT: SOUND TRANSIT
PROJECT: EAST LINK- BELLEVUE SEGMENTS

COST ANALYSIS STUDY

IDEA SHEET

110

Bellevue Transit Center Station

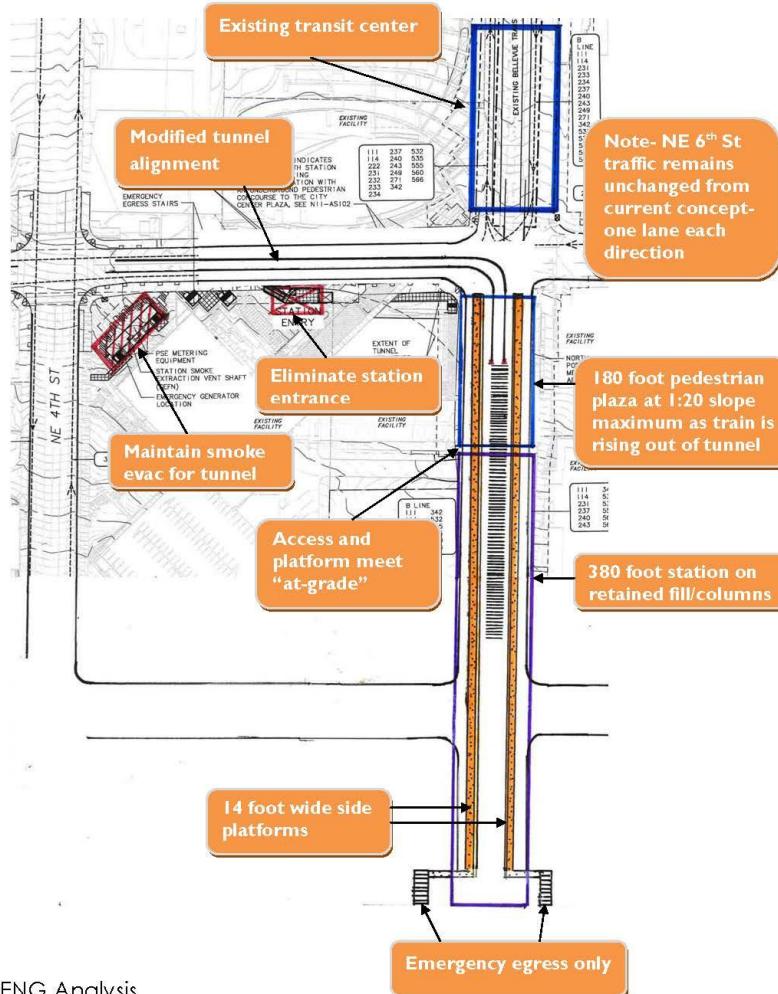
Relocate station to NE 6th

CLIENT: SOUND TRANSIT
PROJECT: EAST LINK- BELLEVUE SEGMENTS

COST ANALYSIS STUDY

IDEA SHEET

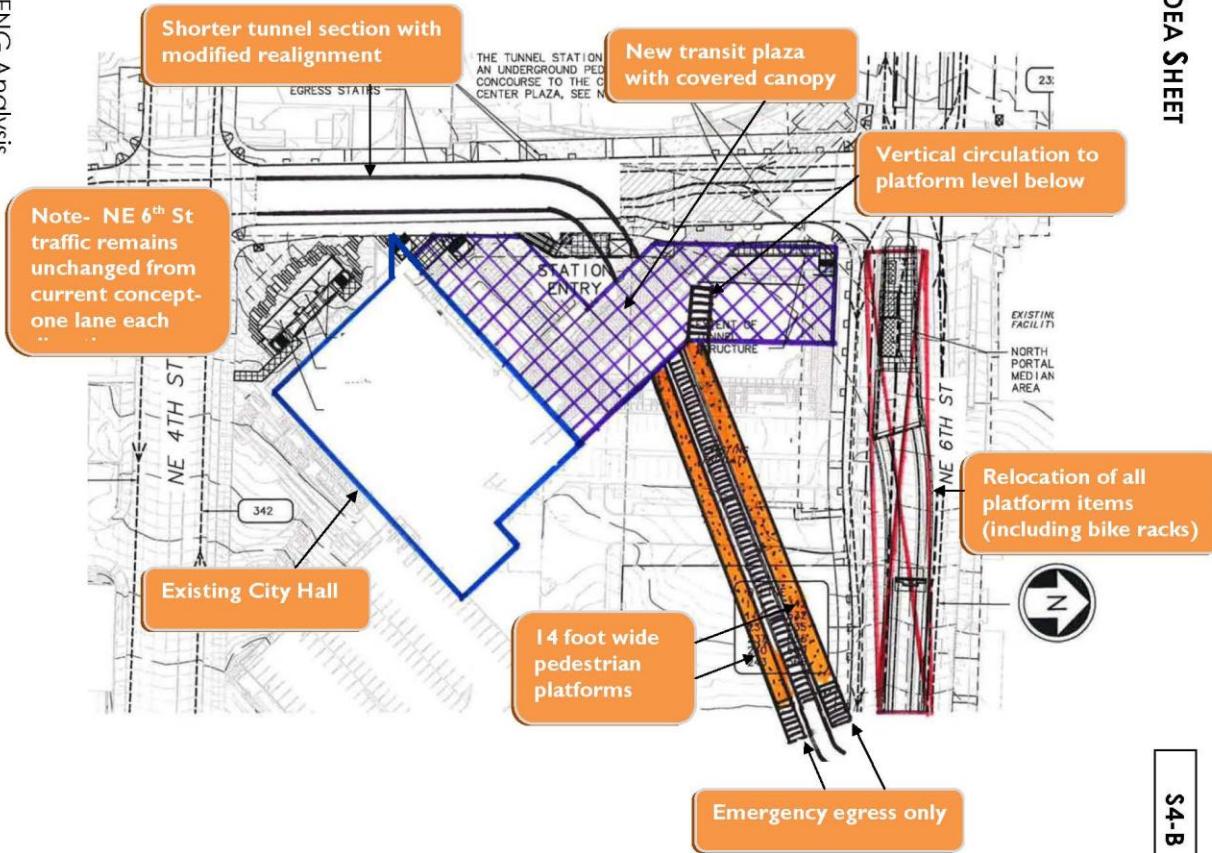
S4-A



Bellevue Transit Center Station

Relocate station to City Hall parking garage and Metro site

MENG Analysis



CLIENT: SOUND TRANSIT

PROJECT: EAST LINK- BELLEVUE SEGMENTS

IDEA SHEET

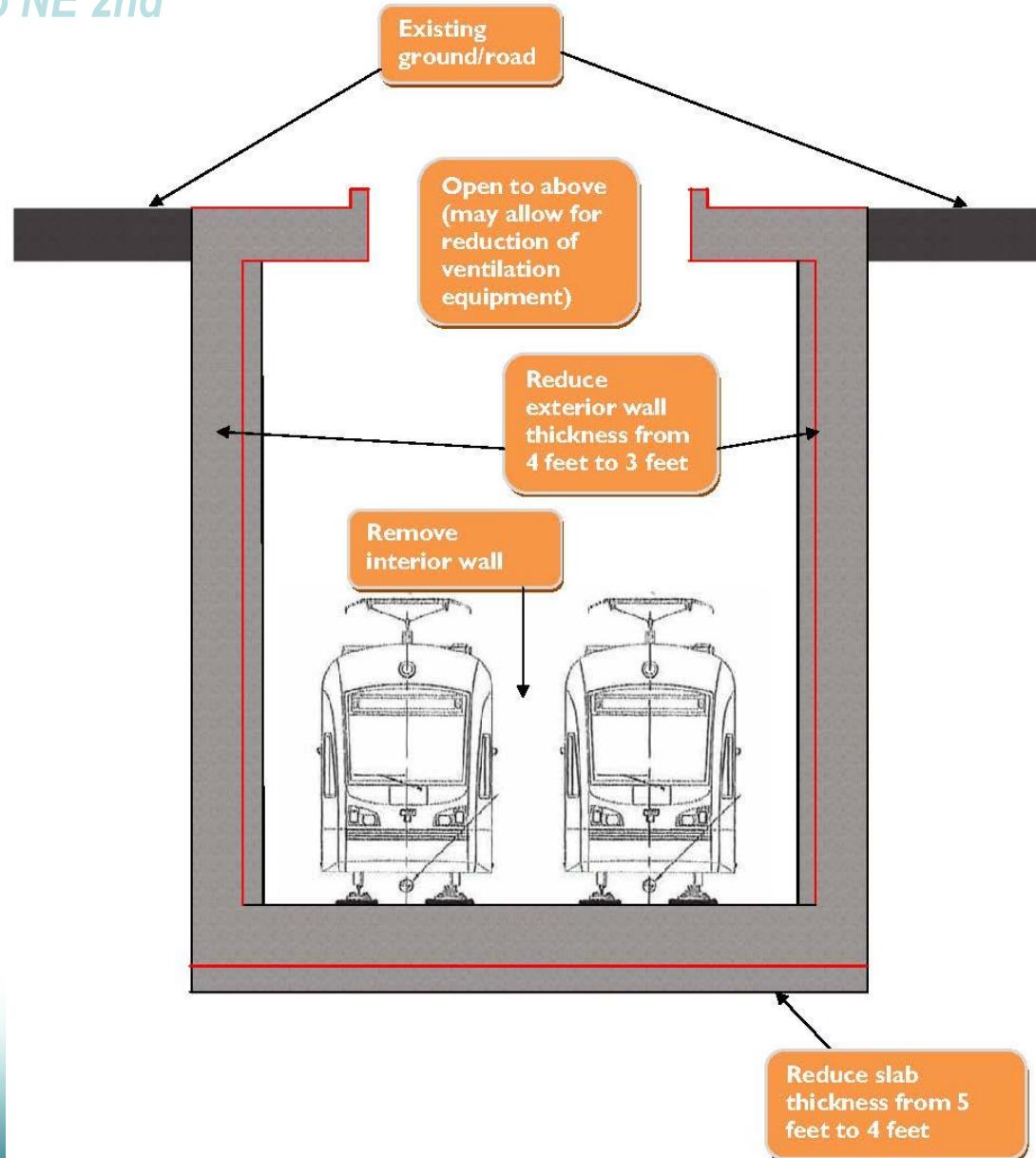
COST ANALYSIS STUDY



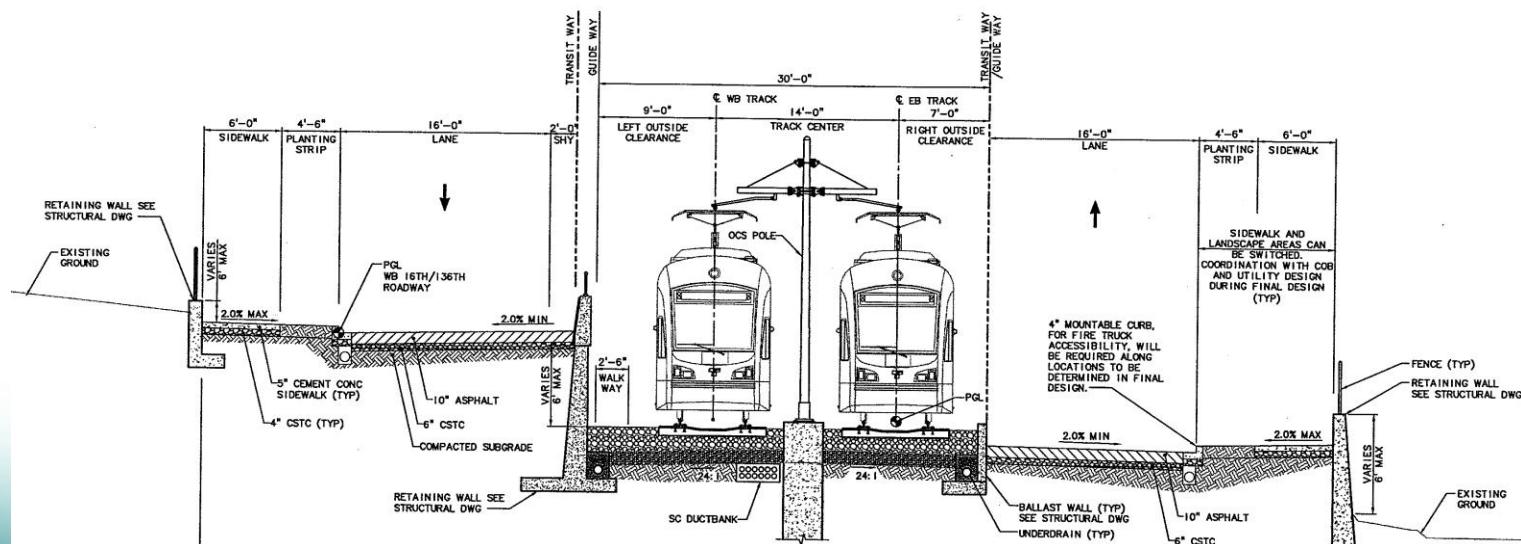
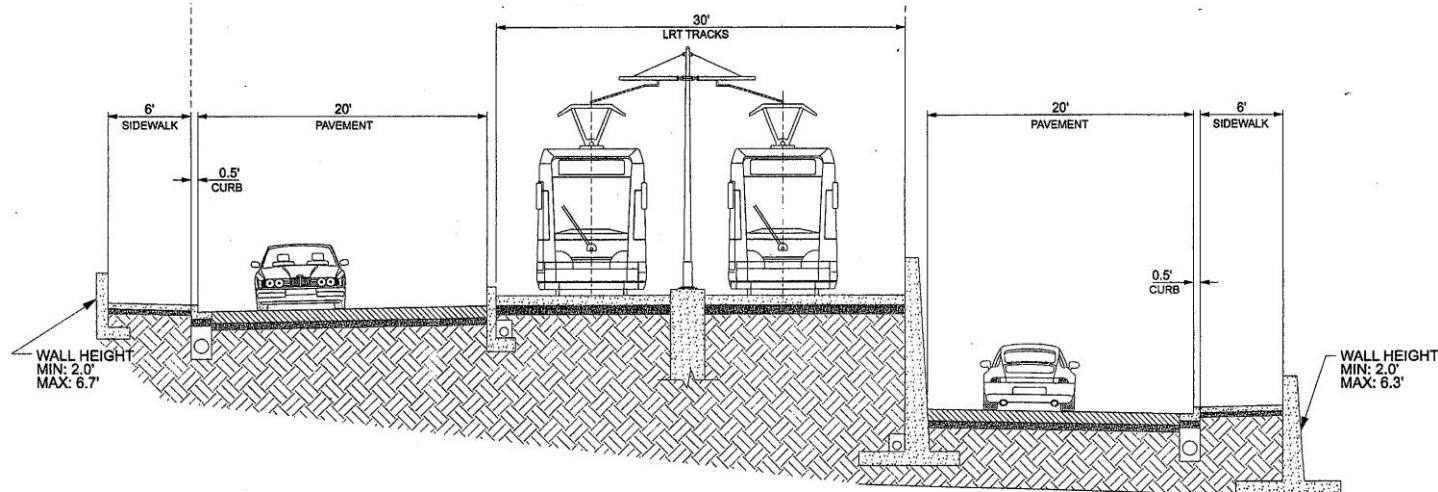
SOUNDTRANSIT 25
RIDE THE WAVE

110th Ave NE Tunnel

Retained cut from Main to NE 2nd

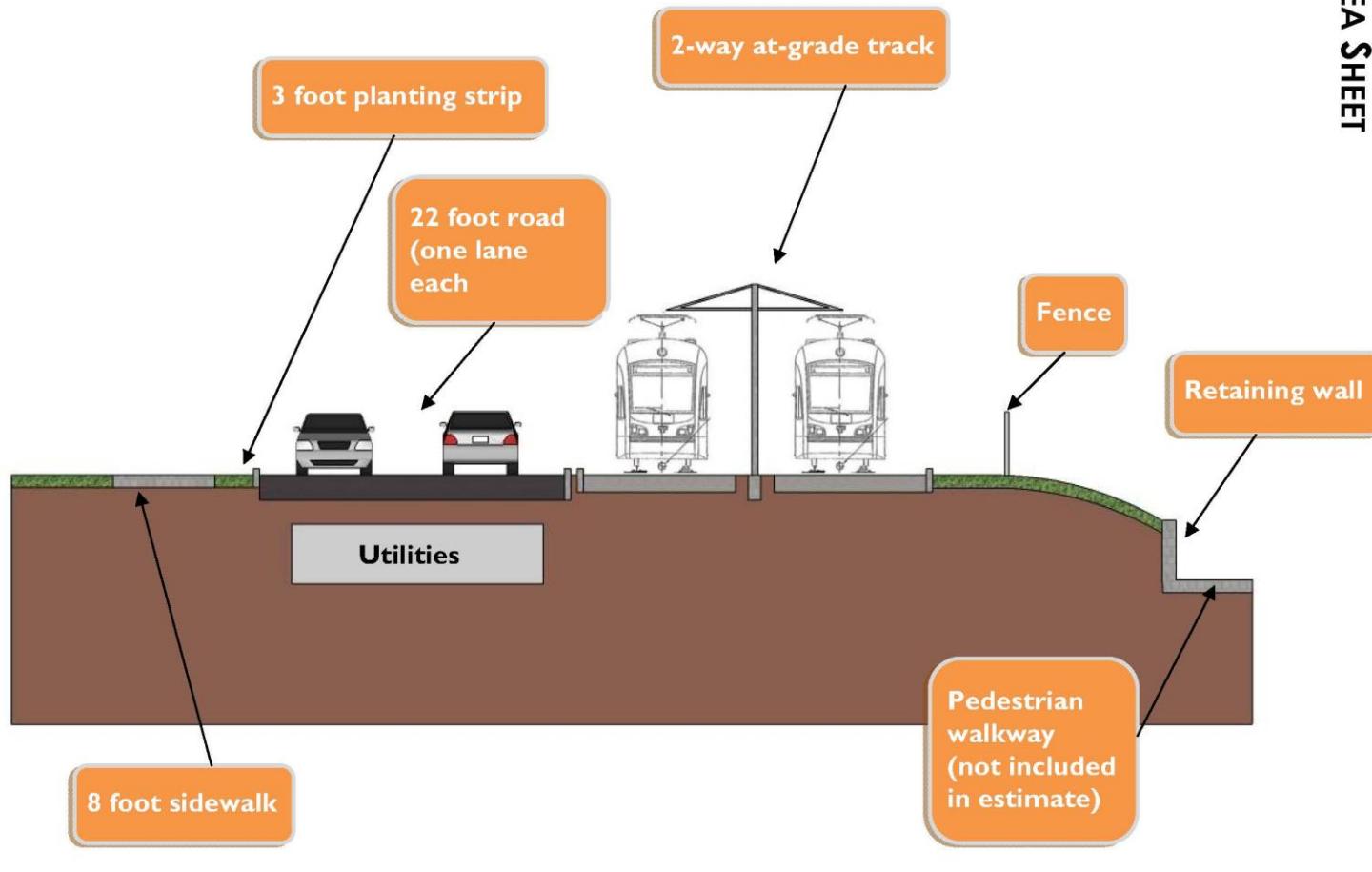


NE 16th MOU Cross-Sections



NE 16th Side-running Cross-Section

IDEA SHEET



Ideas Previously Reviewed and Not Selected

1. South Bellevue alignment

- a) Utilize Bellevue Way HOV ramps to exit I-90
- b) At-grade center running alignment on Bellevue Way and 112th

2. 112th design modifications

- a) At-grade crossing at SE 6th



Next Steps

- Concepts introduction
 - April 23rd – City Council briefing
 - April 26th – ST Board briefing
 - April 26th – Public open house at Bellevue City Hall
- Technical findings
 - May 24th – ST Board briefing
 - May 29th - Bellevue City Council briefing
 - early June – Public open house
- Identify the concepts for inclusion in value engineering and environmental review
 - June 14th – ST Capital Committee
 - June 18th – Bellevue City Council
 - June 28th – ST Board
- Continued development of identified cost savings concepts
 - Prepare additional environmental documentation, if any
 - Final decision on cost savings concepts no earlier than 2013

April 26 Public Open House

- Focus is on the cost saving ideas that could affect the MOU project description
- Initial roll out of concepts
- Comments will be compiled for use by Sound Transit and the City
- Staff will follow-up with stakeholders after the open house
- More information and opportunities for public comment in early June and as the identified concepts continue to be developed

Questions?



